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tion by pivotal action downward into abutting relation with these vertical elements.

Similar construction is provided in order to seal the wing end walls 14 and 16 with the wing floor 30 and with the wing side wall 40. Thus, the corrugated compressible sealing elements are disposed along the marginal edges of the bases of the wing end walls on the inner side, and along the marginal outer vertical edges thereof on the inner side, preferably being cemented within channel elements corresponding to the channel element 72, which is in turn secured to the wing end walls. When the wing floor 30 is in its expanded horizontal position and when the wing side wall 40 has been pivoted upwardly therefrom into its vertical extended alignment, the wing end walls 14 and 16 may therefore be pivoted inwardly from the position disclosed in Figure 4 into abutting, sealed relationship with the wing floor and wing side wall, as seen in Figure 5.

It will thus be seen that effective means have been provided to seal the juncture of the wing floor and the wing end walls with the wing frame in the form of bearing shims. Likewise, effective means have been provided to seal the juncture of the marginal edges of the wing roof with the wing end walls and wing side walls, and the juncture of the wing end walls with the wing floor and wing side wall in the form of compressible sealing elements.

At the same time, these sealing means, when combined with the trapezoidal construction of the wing end walls and the wing floor, previously described, are adapted to virtually eliminate the frictional resistance heretofore encountered when effective sealing was accomplished. The bearing shims, for example, are adapted to slide past one another when disposed in abutting relationship with a minimum amount of drag during pivotal movement of the wing elements. Correspondingly, the novel construction of the sealing means serves to eliminate the greater part of the resistance afforded by the kinds of compressible sealing elements heretofore in use. Thus, as seen in Figure 12, when the wing floor is moved pivotally past the wing end walls, or when the wing side wall is moved pivotally past the wing end walls, a "squeeze" action occurs wherein the bosses of the sealing elements are displaced or folded laterally into their adjacent grooves. In effect, the moving wing section thus is afforded a wider space in which to move. By means of this "squeeze" action, which may occur in either direction, the wing elements may be secured within the rectangular frame opening of the rigid walls even though the wing sections have been constructed to provide a relatively tight fit therebetween. Similarly, the corrugated construction of these elements permits of a slight leeway in the accuracy of alignment required in securing the hinges to the main-body unit.

The particular disposition of the compressible sealing elements has been provided in order to form a weather-proofing for an expansible building unit whose parts are pivotally related according to the method shown in Figures 1 through 5. However, should a different relationship between the various wing elements be thought desirable, the compressible sealing elements may be secured according to a different pattern in accordance with the necessities of the variant relationship.

In the drawings and specification, there has been set forth a preferred embodiment of the invention, and although specific terms are employed, they are used in a generic and descriptive sense only and not for purposes of limitation. Changes in form and in the proportion of parts, as well as the substitution of equivalents are contemplated, as circumstances may suggest or render expedient, without departing from the spirit or scope of this invention as further defined in the following claims.

It is claimed:

1. An expansible trailer comprising a central fixed

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unit having a rigid floor and roof and rigid end walls; a wing roof, wing end walls and wing floor pivotally secured to said fixed unit, and a wing side wall of substantially rectangular configuration pivotally secured to the outer edge of the wing floor, a rectangular opening in the side wall of said fixed unit adapted to receive therein said wing roof, wing end walls, wing floor and wing side wall, and tapered top edges on said wing walls, sealing means secured to the bottom lateral edge and outer vertical edge of the inner surface of each wing end wall, sealing means secured along each lateral edge and along the outer edge of the inner surface of said wing roof, said sealing means including a metal trough with a sealing element therein having a corrugated form in which the peaks are laterally displaced into the valleys during relative movements of said wing end walls and said wing roof for weather-proofing, said expansible unit when said wing end walls abut said wing floor in its extended horizontal position, and when said wing end walls and said wing roof abut said wing side wall in its extended vertical position.

2. An expansible trailer comprising a central fixed unit having a rigid floor and roof and rigid end walls; a wing roof, wing end walls and wing floor pivotally secured to said fixed unit, and a wing side wall of substantially rectangular configuration pivotally secured to the outer edge of the wing floor, a rectangular opening in the side wall of said fixed unit adapted to receive therein said wing roof, wing end walls, wing floor and wing side wall, and tapered top edges on said wing walls, a metal trough of substantially U shaped cross section secured to the lower lateral edge and outer vertical edge of the inner surface of each wing end wall, and along each lateral edge and along the outer edge of the inner surface of said wing roof, and a compressible sealing element secured in each said metal trough.

3. An expansible trailer comprising a central fixed unit having a rigid floor and roof and rigid end walls; a wing roof, wing end walls and wing floor pivotally secured to said fixed unit, and a wing side wall of substantially rectangular configuration pivotally secured to the outer edge of the wing floor, a rectangular opening in the side wall of said fixed unit adapted to receive therein said wing roof, wing end walls, wing floor and wing side wall, and tapered top edges on said wing end walls, vertical hinge posts disposed along the side edges of said rectangular opening, said hinge posts being disposed adjacent the side edges of said wing floor, said wing end walls being hingedly secured to said hinge posts, a metal bearing shim secured to the lower face of each said vertical post in substantially parallel relationship to said side edges of said wing floor, a metal bearing shim secured to the innermost portion of each of said side edges of said wing floor in substantially abutting relationship to said first-named metal bearing shims whereby said wing floor may easily pivot past said vertical hinge posts, said metal bearing shims secured to said side edges of said wing floor extending past the hinges securing said wing end walls to said hinge posts, a roof beam along the upper horizontal edge of said rectangular opening, said wing roof being hingedly secured to said roof beam, a metal bearing shim secured to each of the endmost horizontal portions of said roof beam, each of said bearing shims extending past the hinge connecting said wing end walls to said hinge posts and past the hinge connecting said wing roof to said roof beam, a metal bearing shim secured to the innermost upper edge of each said wing end wall, said bearing shims secured to said roof beam and said wing end walls, respectively, being disposed in substantially abutting relationship whereby said wing end walls may pivot easily past said roof beam, a compressible sealing element secured to the lower lateral edge and outer vertical edge of the inner face of each wing end wall, and a compressible sealing element secured along each lateral edge and along the outer edge of the inner face of said